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Hongkong, 1st October, 1908. [a1375-2]

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Hongkong, 4th December, 1907. [a40]

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Hongkong, 9th February, 1907. [a1326]

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Hongkong, 29th December, 1908. [a1268]

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Hongkong, 28th December, 1908. [29]

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The Daily Press.

HONGKONG, DECEMBER 30TH, 1908.

From two opposite, and seemingly perfectly incompatible reasons the cry of the Chinese to be permitted to ruin themselves in their own way has of late years increased in volume and intensity. It has been mainly concentrated on the subject of railways, regarding which it seemed to many capable and well meaning men a hardship that nearly the whole construction and management of Chinese railways should have practically passed into foreign hands. Lately, it is instructive to notice, that the body most interested in the construction of railways, namely the Government of China itself, is beginning to find out the reason that is at the bottom of the seeming anomaly. It is allowed on all sides that it is not the want of means; for China is sufficiently wealthy herself to put up without any apparent effort all the capital required. It is not want of structural ability; for, where tried, the Chinese have always proved themselves capable constructors, a fact lately emphasised in the building of the line from Peking to Kalgan, and to a less extent in the little line already made between Shanghai and Sunghiang. The reason is in point of fact not far to seek, and has for long been grasped by the foreigner, and impressed by him on the Government of China, yet for all his dimming it is only to-day that China is after generations of apathy at last commencing to have a glimpse of the truth. This is, however, possibly the most whole-

some sign in connection with the recent movement in headquarters. However true and wisely conceived were the ideas of the ancient sages, as to the mutual relations of governor and governed, it is nevertheless the fact that the machine of government could never be got to work. While the sages laid down the principle that the State's only *raison d'être* was the well-being of the people; the State, in the persons of those who administered it, laid down the directly contrary rule that the prosperity of the people was the appanage of the rulers, to be exploited for their own particular benefit. Office was a species of property to be bought and sold, and its proceeds belonged absolutely to the possessor; it was the carrying out to its extreme logical limit of the old adage—*beati possidentes*. Clever business men as the Chinese have ever been, and able as is their administration of commercial affairs, this one false bearing has thrown the whole machine of government out of gear, and has kept China in a continual state of turmoil and disorder. When Manchu succeeded Ming, the instinct of the new government was to rule their newly-acquired possessions as a conquered country, and to prevent concerted action by diminishing the means of communication. Mines were closed and roads permitted to fall into decay, and everything done to isolate the various provinces. Unfortunately from sheer laziness this condition lasted long after the time it might have been useful, and was one of the chief causes leading to the great Taiping Rebellion. With the suppression of that movement a few of the wiser heads commenced to see that if the country were to be brought into safe conditions, a complete revolution in the methods of intercommunication was required; but the majority brought up in the old school refused to see the inevitable, and stuck to the old groove till the war with Japan once more awoke them out of their slumber. This led to the extension of the telegraph service, but the only railway that had been introduced was looked upon still as a useless incumbrance, only fit for outlandish foreigners to make money of.

The result of the Russo-Japanese war, which largely turned on the good use made by Japan of her more rapid means of communication, at last convinced the Government itself, that to be safe from attack from without railways had become an actual necessity. Foreigners had been for many years pressing them on Peking, but had overshoot the mark by the indecent urgency with which they pressed for concessions in all parts of the Empire, with the natural result that the suspicion of Government and people were aroused as to their ultimate objects. What foreigners could do China thought she could do as well, with the additional advantage to the country that the gains which the foreigners intended to put in their own pockets would thereby accrue to China. The argument was sound as far as it went, but one thing was kept in the background. Who was to do it? Here at once China's old failing came to the front: there was no confidence between rulers and ruled; their interests were different, their methods incompatible. With a system of banking instituted centuries before Europe had thought of such a thing, and with banking facilities almost as perfect as those of the most advanced nations of the world, China still remained without a currency. The reason she well knew: her commerce was carried on by means of silver ingots. These ingots bore no State mark, but merely the impress of a private bank; and why? The bank had early learnt the lesson that good faith is the foundation of profitable commerce. The State founded its ordinary practice on the reverse principle that what came into its hands was its own, and not to be enquired into. Time after time the State had essayed to introduce a currency, but with the same result: good faith was good enough for the merchant; for the State it was a useless and needless luxury. That such is still the ruling principle of government we have only to look at the copper coins of the day to discover. Yet this debased coin only some five or six years ago was ushered in with a flourish of trumpets as an instance of how far China had gone on the road of reforming her old ways. It has been the custom with regard to this for Peking to cast the finger of scorn at the provincials. It was these wicked provincial officers that did it all; true, but Peking had taken care in the first instance to make the provinces pay through the nose for the concession, and had deprived itself of the means of even protesting. Whatever happened Peking had taken care ahead that it, at least, would be no sufferer, whoever had to pay the piper. Now very much the same has happened with regard to the railways, and the only difference is that this time Peking has had the grace to acknowledge that all is not as

straight as it should be, and that there is some justification for the feeling of the gentry and people that the Government has not deserved to be trusted. They do not, they say, understand what is meant by the statement that railways are to be a joint undertaking between Government and Gentry; they have, they make bold to say, had enough of these governmental affairs, and recall the promises held out with regard to the telegraphs which did not prevent the Government from practically confiscating the whole of the private shares. An even worse case was that of the Canton-Hankow Railway. It is here no excuse to say that the foreign concessionaires were little better. The Government took the concession away from the original contractors who had broken their pledges, and announced its intention of raising the money by a patriotic subscription from its own subjects, who were promised full control. We all know what the result has been. The Tientsin-Pukou line is not as yet two years old; may it not be that things are clearer there? We have again the authority of Peking itself that practically they are about as bad as they could well be. The money has gone, and there is no one who finds it his duty to tell where. It is notorious that the first thing done was to appoint a number of useless and benighted officials to various nominal posts about the line, long ere any beginning of the work was thought of. Peking complains of this, but there is unfortunately a good deal of suspicion that the crime here was not in having appropriated funds intended for construction to their own private uses, but rather that they had forestalled the capital. All all events the result is much the same; the foreigner has been found to provide the funds, and this time he has engaged to ask no questions. Whether the result is likely to be satisfactory, for either lender or borrower, remains to be seen. Seeing how little sign there is of any disposition to amend, it would certainly seem to be kinder, in the interests of good government in China, and the welfare of people and Government alike, to require some means of practical control. It is not meet that we should find ourselves in the unenviable position of riveting on China the yoke of the eunuchs, who have already brought her so low. Yet that is what we seem to be doing, for there is little doubt that here, as in the case of the copper ten-cash issue, certain eunuchs in or about the court of the late Emperor Dowager could give some account of the money that has been squandered.

The Bishop of Victoria is to address the new year meeting in the Theatre Royal on Sunday night.

Mrs. May will distribute the prizes at the Bellis Public School to-day and parents and friends are invited.

The iron structure at Blake Pier is practically completed. The shelter looks a substantial one and should not disappear when the next typhoon strikes the Colony.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—V. Athena (for 1909) \$10.—

Mr. John Blechynden, who is well known locally by his connection with Shanghai's docks, has recently undergone an operation in the Shanghai General Hospital.

The Board of Rates has made a suggestion to the Throne that, during seven days of the Chinese New Year festivities, the mourning dress may be discarded.

Engineer-Lieut. H.J. Clegg, recently attached to the Naval Yard, Hongkong, has been appointed to the *Edgmont*, as additional assistant to the chief engineer at Malta dockyard, for gun-mountings.

On Kennedy Road, which at its terminus near the Naval Hospital is not without danger to pedestrians at night, owing to its precipitous sides not being protected, there is now being erected a useful fence.

Mr. Aglan, Commissioner of Customs at Hankow, will shortly leave for home on three months furlough. During his absence Mr. Sugden will be Acting Commissioner and Mr. Fitzgibbon, Acting Deputy.

A memorial to the Throne suggests that soldiers be sent from Peking to Anhwei in order to prevent another revolt and at the same time impress the soldiers of Anhwei with the efficiency attained by the troops in the capital.

The Board of Posts and Communications has decided to open a General Post Office at Lhasa and branch offices in all other important Thibetan cities, so as to facilitate communication between Thibet and the outside world.

The marriage has been celebrated at Tientsin of Miss Edna Hillier, daughter of Mr. H. M. Hillier, Commissioner, I.M.C., and Dr. David Brown, of Tientsin. About three hundred people attended the reception, including Sir Robert and Lady Dredon, and Miss Bredon, M. Casanova, Mr. E. G. Hillier, Sir Walter and Lady Hillier, Mr. John Jordan, Lady Jordan and Miss Jordan, Mr. and Mrs. E. H. Wade, Miss Daly, Mr. C. D. Jameson, Mr. and Mrs. W. W. Bookhill, and Dr. Morrison.

The President of the Board of War, Tieh Liang, has wired to the Tartar Generals, Viceroys and Governors of the provinces asking them whether they have carried out his instructions to build gunboats for coast defence and for patrol purposes.

Many quaint specimens of English are seen in Hongkong. The latest issued by the proprietor of a native hotel is an invitation to his customers to attend the Christmas drawing at his place. There are "500 numbers and every one are entitled to get more or less present."

In view of the approaching establishment of a Parliament, the Prince Regent has consulted his Ministers as to the desirability of forming a responsible Cabinet. Their Excellency Chang Chih-tung and Yuan Shih-kai are heartily in favour of the idea, but Prince Ching thinks that this is not the time for it and suggests that the question be shelved for three years.

Mr. T. Jernigan, concludes a long letter on the subject of the U. S. Court for China with the following observations:—"The report that the average status of Americans in China is not good is false. If the American name has been shamed in China it is due more to the corruption and want of social culture of some American officials than to the average American citizen."

The Chinese Commissioner to the International Fish Congress, Koo Hing Ming, says that the United States has promised to send different species of fish to China to assist the industry. Thereupon a San Francisco journal concludes that with the Americanisation of the Chinese fish the re-awakening of China ought to be pretty well on toward accomplishment.

We fancy we have heard it remarked more than once that in the matter of overcrowding Hongkong beats Glasgow. In a recent speech on the Housing Bill the Lord Advocate is reported to have said that "out of a Scottish population of 5,000,000 there are 2,000,000 living in one room." Now, we are quite sure there is no one room big enough in Hongkong to accommodate two million persons, even if they were packed like peas in a bag.

While schemes are being considered in France to expand population, a writer in a recent number of the *Tokyo Keizai Zasshi* suggests the adoption of a marriage tax in Japan for the purpose of preventing overpopulation and at the same time of obtaining a new source of revenue for the country. According to the latest census, says the writer, the population of Japan is returned at 48 1/2 millions, and it is increasing annually at the rate of something like half a million. Even now, the writer adds, Japan is suffering to a certain extent from the effects of overpopulation, and if her population is allowed to grow unchecked at the present rate, it is evident that the country will at no distant future be confronted with a serious problem.

THE S.S. "FATSHAN" INCIDENT.

CANTANKEROUS CANTONESE—RENEWED EXCITEMENT.

Our Canton correspondent writes:—

The local papers say that the Portuguese Consul, in a communication to the Viceroy, states that the case will be tried at the Portuguese Consulate, and requests His Excellency to delegate deputies who understand English and French to attend at the Consulate on the day of the trial to watch the proceedings. The Consul further requests the Viceroy to prohibit the Self-Government Association and the Local Press from continuing to discuss the matter and adds that if further meetings on the subject are held or opinions published prejudicial to the trial of the accused, it will be impossible to regard the evidence for the prosecution without suspicion.

His Excellency the Viceroy is said to have replied as follows:—"Hitherto in all international cases of this kind both foreign and Chinese Authorities have always relied on, and recognised, the evidence of Chinese undertakers. In Tientsin, Hankow and elsewhere there are official records of similar cases. The Magistrate's undertakers examined the corpse and it is proved that there were wounds. The accused surrendered himself and appeared so promptly that surely he must have kicked the man. If he did not do so why should he appear to answer the charge?" The Viceroy asks the Portuguese Consul to fix an early date for the trial so that the grievance may be redressed.

On Christmas Day the Self-Government Association had an excited meeting regarding the *Fatshan* incident. There was, as usual, a very large attendance. Many hostile speeches were made by the speakers—Tam Sui Po, Chan Yu Shing, Kwan Cho Tin, Lam Chi Cheong, Lai Chor Choi, &c. They decided to boycott all goods bearing Butterfield and Swire's chop and also all their steamers. Passengers from the steamer *Fatshan* "will be branded so as to be recognised by all." It was also suggested that "a good hiding" be given to those travelling by that vessel. The members of the Association say that they are upholding China's dignity, whatever action the Government might take. One of the speakers quoted the Hongkong Hotel murder case in his speech and said that the murderer was sentenced to death, although there was no direct evidence to prove that the prisoner did kill the woman. The British Consul, the Viceroy's Deputy and the Nam Hoi Magistrate were all denounced as being unable to carry out their duties properly.

The local press have agreed to suppress the publication of all hostile speeches so as to avoid giving excuse to the foreign consuls for requesting the Viceroy to prohibit these mass meetings. According to the Police regulations enforced sometime ago no meetings can be held without the consent of the police authorities. It is therefore evident that the responsibility rests with the officials and the decisions reached at the meeting are therefore open to the inference that they have the tacit approval of the officials.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SERIOUS EARTHQUAKES IN ITALY.

MESSINA—BURNING.

LONDON, December 29th.
Severe earthquakes have occurred in the Province of Calabria, and in Sicily.

Messina, the capital of Sicily, is on fire, and is practically destroyed. There is a heavy death roll.

THE WEATHER IN ENGLAND.

LONDON, December 29th.
Severe snowstorms and heavy frosts are occurring throughout Great Britain.

Traffic has been interrupted, and there have been many shipping casualties.

PROPOSED INDIAN REFORMS.

LONDON, December 29th.
Members of the Indian National Congress strongly approve of the projected reforms.

The Mahomedans, however, are dissatisfied.

THE BALKANS.

LONDON, December 29th.
Frontier incidents are occurring between the Austrian and Serbian troops.

THE TOKYO TRAMWAYS.

TOKYO, December 29th.
At the annual meeting of shareholders of the Tokyo Tramways Co., the report of the Directors was adopted after very violent proceedings which called for the intervention of the police.

The Municipal Authorities have endorsed the company's application to the Government for permission to increase the tram fares.

The decision rests with the Home Office.

The Press opposes the increase and is inciting the people to violence.

[Particulars of the questions at issue were set forth in the letter from our Tokyo correspondent published in yesterday's issue.]

[REUTERS' SERVICE.]

SPORT.

LONDON, December 27th.
Swansea has beaten the Australian Rugby football team by 6 to 1. At the South African Olympic games in Johannesburg, Mr. Walker ran 100 yards in nine and two fifths seconds. This constitutes a world's record.

SANITARY BOARD.

A special meeting of the Sanitary Board was held at 12.30 p.m. yesterday for the purpose of considering the question of declaring Nos. 11 and 12 sheds, Sassoon's Villa, Pokfulam Road, to be infected with foot and mouth disease. Mr. R. O. Hutcheson presided, and there were also present Hon. Mr. W. Chatham (Vice President), Hon. Mr. E. A. Irving (Registrar-General), and Dr. Pearce (Medical Officer of Health).

The COLONIAL VETERINARY SURGEON wrote as follows:—"I have the honour to report for the information of the Board that foot and mouth disease have appeared in Nos. 11 and 12 sheds belonging to the Dairy Farm Company, at Sassoon's Villa, Pokfulam Road. The two sheds form together one building, divided only by a partition. The sheds contain 17 cows, and three are infected. I beg therefore to recommend that sheds Nos. 11 and 12 be declared infected areas under byelaw 12 of the Importation and Inspection of Animals Byelaws in schedule B of Ordinance 1 of 1903-1908.

The PRESIDENT proposed that the building be declared infected.

The VICE-PRESIDENT seconded, and the motion was agreed to.

A second letter by the COLONIAL VETERINARY SURGEON stated:—"I have the honour to report for the information of the Board that yesterday afternoon the manager of the Dairy Farm Co. reported that he suspected that one of the cows in No. 10 shed, Sassoon's Villa, Pokfulam Road, was suffering from rinderpest. The shed contains 17 cows, one calf and one bull. Two cows have now contracted the disease. I beg to recommend that this shed be declared an infected area under byelaw 12 of the Importation and Inspection of Animals Byelaws in schedule B of Ordinance 1 of 1903-1908.

A motion to this effect was proposed by the PRESIDENT, seconded by the VICE-PRESIDENT, and carried unanimously. This ended the business.

THE SEIZURE OF THE S.S. "TAI ON."

APPARENTLY DUE TO A MIS-TRANSLATION.

Our Canton correspondent writes under the date of the 28th inst.:—

I wired you this morning that the steamer *Tai On* was seized by the Chinese Authorities and taken to Canton. It appears that on the 8th of July last the s.s. *Tai On*, flying the British flag, collided with a junk carrying the Kin Wah Yik Theatrical Troupe near Ang Ko Tsui. The junk sank and eight persons were drowned. The proprietor of the theatrical troupe, who is also the owner of the junk, instituted an action against the owner of the steamer *Tai On* for the loss of eight lives and property. The Viceroy communicated with the British Consul, requesting that the case be tried according to Treaty Regulations. The British Consul replied that he was not aware of any British vessel bearing that name being registered at the Consulate. The Viceroy afterwards communicated with the Governor of Hongkong to ascertain if the s.s. *Tai On* was a British-owned steamer. His Excellency the Governor is said to have answered that the *Tai On* is not a British steamer and that he was unable to state what nationality the vessel belonged to. The Governor is further reported to have said that if the *Tai On* is flying a British flag, she had no right to do so, as it would be a fraudulent act.

On receipt of the Governor's reply the Viceroy immediately instructed the Commissioner of Customs at Kongmoon to detain the *Tai On* on her arrival at the port. The Commissioner replied that he could not detain the vessel because she had taken out British papers at the British Consulate. This roused the ire of the Viceroy as the statements made by the Commissioner did not agree with the replies of the Governor of Hongkong and the British Consul.

On the 26th instant the Viceroy instructed Admiral Li Tsun to dispatch the gunboats *Kong Tai* and *Kong Ching* in charge of Colonel Lam Kwok Cheung and sub-Prefect Wong Yan Tong to proceed to Chu-tau-shan to seize the *Tai On*. In the afternoon they sighted the steamer steaming up to them. The gunboats hoisted signals requesting the vessel to stop, but she took no notice of the signals and proceeded on her way. The two gunboats then gave chase and hoisted other signals indicating that, if she refused to stop, they would open fire on her. On seeing the latter signals the *Tai On* slowed down and dropped anchor. The two deputies boarded her and told the Captain that they were authorised by His Excellency Viceroy Chang to seize the vessel and take her to Canton. The Captain made no objection, steam launches were dispatched to the *Tai On* to convey all her passengers to their various destinations. The *Tai On* was then escorted to Canton by the two gunboats and arrived here yesterday morning.

Some sort of preliminary inquiry was held at the Admiral's Yamen in the afternoon in the presence of Admiral Li Tsun and a Deputy from the Viceroy's Foreign Affairs Department. It is reported that the foreign officers of the steamer, when questioned by Admiral Li and the Viceroy's Deputy, stated that the steamer *Tai On* was not owned by foreign capitalists, but owned by Sunningpeople surnamed Yi, and that the commander of the steamer bore the same surname.

The above is a Chinese version of the story. Later in the afternoon I interviewed Captain Lawrence of the steamer *Tai On* who said that the steamer left Hongkong at 7 p.m. on the 25th instant for Kongmoon, Kamohuk and Kau Kong. The *Tai On* arrived at Kongmoon on the 26th instant at about 6 a.m. and left that port for Kamohuk at 9.55 a.m. While passing Chu-Tai-Shan (Flower Island) at 10.55 a.m. the *Tai On* was stopped by two Chinese gunboats named *Kong Tai*, and *Kong Ching*. Several Chinese officials and a body of sailors armed with revolvers boarded the steamer. One of the officials told Captain Lawrence that they had been authorized by the Viceroy to seize the *Tai On* and take her to Canton. Captain Lawrence protested against this action and told the officials that the *Tai On* is a British steamer and owned by British subjects. He asked the officials to state their reasons for seizing the vessel, but they refused to do so. The officials said that they had come to carry out orders given by the Viceroy and that both the British Consul and the Governor of Hongkong had refused to recognise the *Tai On* as a British vessel. The officials then sent for several Chinese boats and after the passengers bound for Kamohuk and Kau Kong were discharged into the boats, the officials gave orders to the gunboats to escort the *Tai On* to Canton. The three vessels arrived at Whampoa at 9 p.m. on the 26th instant and left for Canton at day-break the following morning. None of the foreign officers and the Chinese crew have left the steamer. None of them went to the Admiral's Yamen.

Judging from what Captain Lawrence told me it is quite clear that the s.s. *Tai On* is a British owned vessel. However, there is a loose brick somewhere to cause such confusion. It may be that the Viceroy gave the wrong name of the steamer when communicating with the British Consul and the Governor of Hongkong. Another point which might give rise to some confusion in the matter is that the mandarin translation of the two characters 亞 into English is *Tai An*. Naturally if the dispatches bore the last mentioned translation of the two characters both the British Consul and the Governor of Hongkong were doubtless quite correct in replying that to their knowledge there was no British vessel bearing that name.

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LOCAL SPORT.
FOOTBALL.

Last week was a very quiet one for football enthusiasts. The League had only two engagements, the R.E. v. Y.M.C.A. and Lusitano v. B.O.C.

The R.E. v. Y.M.C.A. match, played on the Military ground, resulted in a well deserved win for the Sappers by three clear goals to nil. The R.E. were undoubtedly the better team. They have shown marked improvement since their friendly meeting with the Y.M.C.A. earlier in the season, when the Saints won by 1-0. On the other hand the Y.M.C.A. have gone off form somewhat. The defence have not been playing up to their reputation, with the exceptions of McCubbin and Wharton who seem to be always in form. The game was very fast and exciting and at times very rough. The teams themselves did not play rough, but two or three men were evidently getting their own back on one another. That sort of thing does not tend to make the noble game of football interesting from a spectator's point of view. If the referee, Gunner Marsh, had been a bit more strict, two of the players should have had marching orders. The game was of particular interest as both teams were at the top of the League with five points each and an equal goal average of 12 goals for and three against.

The Engineers were a better balanced team than the Y.M.C.A. There are several weak points in the Y.M.C.A. that should be strengthened, but the question is—how is this to be accomplished? They have only about 14 players in all and they have only Hobson's choice. McCubbin and Wharton play a very sound game. Van Ginkel seems to be off colour and Storrie can play better, but does not seem inclined to. Kelly and Wilson are the pick of the forwards. Morrish for R.E.'s is a good forward, so is Legrove. Lamb and Edwards at half are careful players. Beardmore and Coxon, at back, are about the best pair of backs in the Colony.

The return League match of the above teams will be keenly fought, and, if Y.M.C.A. get back their early season form, the result should be a draw.

The Lusitano v. B.O.C. game was a very fast one, the teams being equally matched. The B.O.C. should have won on the day's play. They have a better knowledge of the game, but are not very evenly balanced. Goldenberg and Chunyat are good forwards, but the halves do not feed them enough. The Lusitano will have to improve if they wish to repeat the dose. The B.O.C. are improving but the Lusitano are not. A little more practice would do a great deal to improve matters.

This week the League Committee have arranged for six League matches. To-day R.G.A. meet R.A.M.C. at 3.30 p.m., on the Military ground. Referee is Sapper Haigh. On New Year's Day a good match has been arranged between the R.G.A. and R.E. on the Military ground, at 3.30 p.m. Capt. Edwards will referee. On Saturday, January 2nd, on the Military ground, at 2.30 p.m., the R.E. will play B.O.C. Referee, Gunner Marsh. On the same ground, at 4 p.m., the R.G.A. will meet Lusitano. Referee, Sergt. Walsh. At Causeway Bay the Y.M.C.A. will meet Buffs at 4 p.m.; Referee, Sapper Haigh. At 2.30, on the same ground, Naval Yard and R.A.M.C. will play. Referee, Corp. Edwards.

The above matches will alter the League table considerably. On December 30th the R.G.A. should have two points and I rather fancy them for two more on January 1st. On Saturday Buffs, Naval Yard, R.G.A., and R.E. should secure the full points.

REFEREE.

HONGKONG FOOTBALL CHALLENGE SHIELD COMPETITION.

A meeting will be held on Monday the 4th prox. to discuss matters in connection with the forthcoming competition. Teams wishing to compete are requested to send a representative to the meeting, which will take place at the offices of Messrs. S. J. David & Co., Prince's Buildings, Top Floor, at 5.30 p.m. sharp.

H.K.V.C.

Practice shoots for the Infantry Company will be held at Tai Hang range on Saturday, the 2nd January, at 2.30 p.m., and on Sunday at 9.30 a.m. Ranges—200, 300, 500, and 500, if time permits. A European will be in charge of the butts. Ammunition cannot be obtained on the range.

It is desired to commence a competition for a Cup kindly offered by Captain Wood, and it is hoped every member will be present at one, if not both, of these shoots, in order that handicaps can be arranged.

MANILA AND THE CATTLE TRADE.

A SHIPMASTER ARRESTED FOR CRUELTY.

The complaints of the collector of customs against the cruelty practiced on certain cattle ships in the business of transporting cattle from the China coast to Manila has come to a head, says the *Advertiser*, by the commencement of proceedings in the Court, of First Instance against F. W. Bull, the master of the steamship *Standard* which, on the 2nd day of December steamed into Manila with 677 heads of cattle without providing suitable means for securing such animals while in transit, so as to avoid cruelty and unnecessary suffering to them.

It is charged that Captain Bull failed to provide stalls for the animals in transit and suitable means for tying and securing them. They were tied by their noses and the result was many of them reached Manila dead or dying and others in a mutilated condition. These charges were filed by the prosecuting attorney and Mr. Bull was arrested on a warrant issued by the court and at once arraigned. He gave bail in \$300 to appear for trial on the 26th inst.

ARRIVAL OF THE "HIRANO MARU."

The new N.Y.K. twin screw steamer *Hirano Maru*, one of six sister ships built or building by the Kawasaki Shipbuilding Co. of Kobe and the Mitsui Bishi Dockyard, Nagasaki, arrived in port yesterday. The new vessel, which was launched at Nagasaki on the 21st April, is commanded by Captain H. Fraser, one of the oldest commanders in the Company's service, and he has every reason to be proud of his handsome craft, which is designed for the European service, and is now making her maiden voyage. The general comfort of passengers has been kept in view throughout and leaves nothing to be desired. There is accommodation for fifty-eight first class, twenty-eight second class, twelve special and one hundred and forty steerage passengers while there is also special accommodation for twenty-five first class and third class passengers. All the cabins are neatly and cosily fitted up and the decorations and fittings are of the latest design and of a first class nature. The saloon is a splendid apartment and is well lighted and ventilated. The smoking room, social hall, drawing room, music room, barber's room, dark room for amateur photographers, etc., are all that could be wished for, and in addition there is a fully equipped surgery where all cases of sickness can be treated. The laundry, galleys, pantries, bakery, etc., are models. The lavatories and baths, showers, etc., are also a feature of the vessel. She is fully supplied with fire fighting appliances, life boats, rafts, belts, etc., and the latest designs of navigating instruments are carried. The cargo space is ample and for the handling of heavy weights she has four large derricks and cranes, one of which is capable of lifting forty tons. The following are the dimensions of the vessel:—Length, 482 feet 9 inches; moulded, 455 feet; breadth, 56 feet; depth, 34 feet 6 inches; tonnage gross, 8,770 tons; horse power, 7,500; speed sixteen knots. She has three decks and her propelling machinery is of the latest and best description. She is built entirely of steel and is lighted throughout with electric lights.

THE JAPANESE MINISTER TO ENGLAND.

A large number of residents accepted the invitation of the Consul for Japan and Mrs. Funatsu to an "At Home" on the *Hirano Maru* yesterday to meet Mr. T. Kato, G.C.M.G., who is on his way to England as Japanese Ambassador, accompanied by Mrs. Kato. Mr. Kato has twice occupied the post of Foreign Minister and has on a previous occasion represented his country for five years at the Court of St. James. Mr. Kato is regarded in Japan as "one of the junior statesmen with a bright future." He has many friends among English statesmen including Sir Edward Grey, the present Minister of Foreign Affairs. Of Mrs. Kato Sir Claude Macdonald said at the recent banquet of the British Society in Tokyo—"It may interest my hearers to know that when the Royal Family of England heard that Mr. Kato had been appointed as Japanese Representative in London they expressed a desire that Mr. Kato, whom they knew and liked so much, would accompany her husband. Anybody who has the proud privilege of knowing Mrs. Kato will agree with me when I say that she is a fitting helpmate to her husband, and a lady endowed with the most gracious sweetness of character combined with a very great deal of common sense." Miss Kato is accompanying her parents.

The ship was gaily decorated and the hospitality shown the visitors on board was much appreciated.

His Excellency and Mrs. Kato were the principal guests at a dinner at Government House last night.

CLEVER CAPTURE OF A THIEF.

Before Mr. J. H. Kemp at the Magistracy Gunner J. W. Newton, of H.M.S. *Janus*, prosecuted his Chinese steward for stealing \$50 on divers dates during this month. The complainant, who had been missing small sums of money from his chest of drawers from time to time, prepared an electrical contrivance for the capture of the culprit. An electric wire was conveyed from one of the drawers to the mess room, a bell being attached to the end in the mess room. Then the electrician so arranged his drawer that when it was pulled open three inches there was a connection with the bell wire and the bell in the mess room rang. He had also prepared a groove in the woodwork which prevented the drawer from closing. While complainant was in the mess room on Monday, the bell which brought about the downfall of the thief began to ring, and on proceeding to his room Gunner Newton found the defendant trying to close the drawer. His Worship convicted the defendant, and sentenced him to three months' imprisonment with hard labour.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 29th at 11.55 a.m.—The barometer has fallen considerably in Japan, and risen slightly over China.

The depression lying over Manchuria yesterday, is crossing the Sea of Japan. An area of high pressure is situated over the continent to the North of the Upper Yangtze. The monsoon will freshen in the Formosa Channel, and continue to blow strongly over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood.	N. winds, moderate to fresh; fine.
Formosa Channel	N. and N.E. winds, fresh to strong.
South coast of China between Hongkong and Lamooka.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

HAMBURG LETTER.

[WRITTEN FOR "THE HONGKONG DAILY PRESS"]

November 26th.

EXCITEMENT SURROUNDING THE "INTERVIEW" IN THE *DAILY TELEGRAPH* AND THE SUBSEQUENT DEBATES IN THE REICHSTAG IS GRADUALLY, BUT SLOWLY, SUBSIDING, AS THE BELIEF IS GAINING GROUND THAT THE UNANIMITY WITH WHICH THE ENTIRE NATION AND ITS REPRESENTATIVES HAVE CONDEMNED THE OFFENSIVENESS AND THE PERSONAL INTERFERENCE OF THE KAISER IN THE POLICY OF THE COUNTRY CANNOT HAVE FAILED TO IMPRESS HIM DEEPLY, AND IT IS LOOKED UPON AS AN EARNEST OF HIS RESOLVE TO TURN OVER A NEW LEAF THAT, AT THE CELEBRATION OF THE CENTENARY OF THE GRANTING OF SELF-GOVERNMENT TO THE TOWNS IN PRUSSIA LAST WEEK, HE READ A SPEECH PRESENTED TO HIM BY PRINCE BILLOU, INSTEAD OF AVAILING HIMSELF OF THE OPPORTUNITY, HE WAS WONT TO DO, TO "POINT A MORA AND ADORE A TALE." IT IS EVEN PRETTY GENERALLY BELIEVED THAT BESIDES A VERBAL PROMISE OF GREATER RESERVE AND CIRCUMSPECTION IN HIS INTERCOURSE WITH FOREIGNERS, NOTABLY JOURNALISTS, MADE TO THE CHANCELLOR AT THE MEMORABLE INTERVIEW WHICH FOLLOWED THE DEBATE IN THE REICHSTAG, HIS MAJESTY GAVE HIM AN ASSURANCE TO THAT SAME EFFECT IN WRITING. EXTRAVAGANT VERSIONS OF THE DOCUMENT CIRCULATED BY SOME OF THE PAPERS HAVE MET WITH A DEMONSTRATION ON THE PART OF THE GOVERNMENT, BUT THE FACT ITSELF HAS BEEN NEITHER CONFIRMED NOR DENIED, WHICH LOOKS AS IF THE REPORT WERE NOT ALTOGETHER UNFOUNDED. WHETHER, AS SEEMS TO BE EARNESTLY DESIRED BY ALL, THE CHANCELLOR WILL TAKE AN EARLY OPPORTUNITY TO REVERT TO THE INTERPELLATIONS AND RESOLUTIONS AND GIVE A MORE DEFINITE REPLY TO THEM BY DISCLOSING WHAT PASSED BETWEEN HIM AND THE KAISER, REMAINS TO BE SEEN, BUT IT IS ADMITTED ON ALL SIDES THAT IT MUST HAVE BEEN MOST GALLING TO A SOVEREIGN OF THE EMPEROR WILLIAM'S TEMPERAMENT, SO THOROUGHLY CONVINCED OF THE DIVINE RIGHT OF KINGS AND THE PURITY OF HIS MOTIVES, TO SUBMIT IN ALLENCE TO THE STRICTURES OF HIS PEOPLE AND TO MAKE EVEN SLIGHT CONCESSIONS. THAT HE HAS ACTUALLY DONE SO DENOTES GREAT STRENGTH OF CHARACTER AND SELF-ABNEGATION. AS TO THE ACCOUNT OF A FURTHER INTERVIEW IN THE *New York World*, PURPORTING TO BE THAT OF THE CONVERSATION BETWEEN THE KAISER AND MR. HALE IN NORWAY, WHICH WAS TO HAVE APPEARED IN THE *American Century*, BUT WAS SUPPRESSED AND THE WHOLE EDITION DESTROYED BEFORE PUBLICATION, IT IS MOST EMPHATICALLY PROTESTED BY THE GOVERNMENT AND MR. HALE. THE LATTER, AS WELL AS THE PRESIDENT OF THE *American Century*, DECLARE THAT THEY WITHDREW THE PAPER PURELY FROM CONSCIENTIOUS MOTIVES, NOT WISHING TO ADD FUEL TO THE FIRE AND THAT THEY HAD RECEIVED NO COMPENSATION FROM THE GERMAN GOVERNMENT FOR DOING SO. I MAY MENTION HERE THAT PRESIDENT ROOSEVELT HAS LATELY EXPRESSED HIS STRONG CONDEMNATION OF THE FREQUENT CASES OF INDECORATION COMMITTED BY INTERVIEWERS AND OTHERS, AS TO ENDANGER THE GOOD UNDERSTANDING BETWEEN NATIONS.

HEER HARDEN'S VIEWS.

Herr Harden, of unenviable notoriety, has published an article on the situation in the *Zukunft*, which runs through three numbers and bears the title "Against the Kaiser." Whilst doing full justice to the fervent patriotism of the Emperor, his indefatigable labours for the welfare of the fatherland, his great intellectual qualities and his high moral sense, the writer, takes him to task for his love of display, his impulsiveness and his romantic idealism, and shows how unlike he is to Frederick the Great, whom he fondly believes he resembles and in whose footsteps he fancies he is following, and how much more like Frederick William IV. he is—that highly gifted monarch, who with the best intentions in the world, but lacking practical sense, retarded rather than furthered the development of Prussia. Herr Harden recapitulates the political events of the reign of the Kaiser during the last twenty years, pointing out that the personal share he had in them invariably led to failure, resulting at last in the complete isolation of Germany. He severely blames the Emperor for having been absent from Berlin during the recent crisis, which must either be put down to a lamentable ignorance of the gravity of the situation or to an utter disregard for the sentiments of the nation, and finally comes to the conclusion, that the Kaiser, however great his talents and abilities may be in other respects, does not possess those of a true statesman and is therefore incapable of directing the affairs of a great nation. A constitution based on more parliamentary principles appears to him indispensable for the welfare of the German Empire.

LORD ROBERTS ON BRITAIN'S DEFENCE.

The somewhat startling speech of Lord Roberts in the House of Lords, although freely discussed in the press, has produced comparatively little stir in this country, everybody knowing that his object is to bring the military organization of Great Britain up to date, and that the only way to convince the nation of the necessity of it, is to hold up the bugbear of foreign invasion. Lord Roberts must be aware that nothing is further from the thoughts of the German people than a descent upon the British Isles.

TELEPHONE SYSTEMS.

The International Telegraph Bureau in Bern publishes the following particulars with regard to the telephonic systems in the different countries of Europe and Australia. Germany leads with 605,235 connections, then follow Great Britain and Ireland with together 486,414, France with 196,893 and Russia with 138,020. In strong contrast with the latter gigantic empire the small states of Sweden, Denmark and Switzerland can boast respectively of 78,625, 63,972 and 61,000 connections. In Austria there are 59,959, in Japan 46,390, in Norway 56,245, in the Netherlands 37,849, in Italy 37,146, in Hungary 34,850, in Belgium 30,793, in New Zealand 20,605, and in Spain 17,323 subscribers. In Germany 135,253 million calls were registered during the year 1907, in Great Britain 119,812, in France 230, in Russia 285, in Denmark 124, in Switzerland 40, in Austria 187, in Japan 160 and in Norway 102 millions.

THE AMERICAN ASSOCIATION IN CHINA.

ADDRESS BY THE PRESIDENT.

The annual meeting of this association was held at Shanghai last week. The membership now stands at Honorary 3; Resident 122; Non-Resident 93; total 218.

The President (Mr. Murray Warner) said:—"In moving the adoption of the Report of the Committee, I desire to call your attention to certain matters connected therewith. The object of this Association is primarily the object of this Association:—(1) To foster and safeguard the commercial and other interests of the Citizens of the United States in Asia. (2) To gather and distribute information of importance to its members. (3) To promote good feeling between Americans and natives of the East. (4) To secure proper celebration of the National Holidays. (5) To promote, in the Consular Service, the principles of uniform selection for proved fitness, regular promotion, security of tenure, and efficient service and adequate compensation."

Referring to these in their regular order, under heading 1 and 2, the subject of legislation receives first thought. In this Association's Memorial of a year ago, addressed to the President and Congress of the United States, asking for special legislation for Americans in China, your Committee specified certain things that were greatly needed:—A code of laws and statutory enactment regarding extradition was asked for as a law of real property, and laws of bankruptcy, admiralty and divorce. Certain recommendations in connection with suggested legislation were also made, and reasons given therefor. I quote from the Memorial:—"In this connection, attention is also invited to the fact that there has been considerable discussion among Americans in China, on the subject of the need of Assessors to sit with the Court in the trial of criminal cases for the purpose of aiding the Court in passing judgment upon the facts. This Association is of the opinion that some provision should be made covering this matter, since it is inadvisable to extend the jury system to China at this time." Again, I quote, "this time from the Memorial on the Judiciary:—"The Judge of the U.S. Court is now the sole Judge in all cases and American citizens are subject to his sole decision, unaided and uncontrolled by Jury or Assessors, and it is suggested that the Court might consist of the Judge, the Assistant Judge, and one or more Assessors from whose decision, if unanimous, appeal should be permitted on points of law but not of fact."

In response to your request and suggestions, there were altogether three Bills introduced into Congress during the year, which were supposed to be based upon the Memorial of this Association. One of these Bills, introduced in the Senate, provided for Probate, Domestic, Extradition and the Code of California, and while it carefully eliminated the Jury system from the California Code it made no provision for Assessors to replace the Jury. The two Bills introduced in the House of Representatives provided a very excellent method of choosing Assessors and then adds:—"The duty of an Assessor shall be to attend Court throughout the course of the action, and, until discharged or dismissed, to give his oath of office in the course of the action, if required by the Judge, but the findings of the fact etc., shall be solely that of the Judge."

It is plainly evident, that, although the Bills ostensibly embodied the suggestion of the Memorial, in providing for a system of Assessors, they nevertheless failed to satisfy, in any degree, the spirit of the Memorial which intended to provide for a control in the finding of fact. When it was apparent that your recommendations on such a vital point were so misunderstood or neglected, your Committee, after full discussion, telegraphed to Washington, suggesting legislation, in respect to the laws for the U.S. Court for China be withheld until the Association could be heard from. It then became the duty of the Committee to ascertain and set forth, in no uncertain terms, the wishes of the Americans in China.

That the original Memorial recommended the Assessor system, rather than the Jury system, was because (as your President told you last year) the Committee was not quite clear in its mind as to whether the American Committee elsewhere than at Shanghai, were able to support a Jury system. That Committee took what appeared to it to be the safe side.—It was the intention of the Memorial to recommend the nearest approach to a Jury system that could be provided by the smaller communities. There was not then time before the Memorial was prepared for a canvass of the Outposts to ascertain their strength. A careful canvass has now shown an almost unanimous desire for a Jury system, and has demonstrated clearly the ability of the Outposts to support such a system. Your Committee, upon the information collected made in certain recommendations, which were at variance, in a small degree, with the original Memorial, and referred the matter to you for your approval or rejection. These recommendations, in the form of resolutions, you passed at a special general meeting and they have been forwarded to Washington; and we hope and believe, that when legislation is enacted, full consideration will be given to your expressed preferences. There was a small opposition, but we believe, to the spirit of the resolutions, but rather to any alteration in the Memorial for fear it might delay the legislation which is so much desired. It is not, and never was, the intention of this Committee to depart from the general spirit of the Memorial. The needs therein expressed are as urgent to-day as they were a year ago. Had the Committee thought that, by altering certain minor features of the Memorial, it would in any way jeopardize or delay the much-needed legislation for China, it would have hesitated before offering any modifications.

Upon this point I may say, that the Committee does not apprehend any delay arising from these changes; there is every reason to believe that all attention will be given to your wishes. The Committee believe that by showing an active and intelligent interest in these matters, you will get a just consideration from those able to help you to what you want.

Another matter which has had the attention of your Committee is the Native Bank Notes. In realizing the readiness with which all foreigners receive and pay out the Bank notes of all substantial Banking Institutions, the native Banks have discovered a method by which money could be had without interest and at the lowest cost of printing. Numbers of Banks have already issued notes and by judiciously distributing these notes over a large area they have floated large issues. Behind these promises to pay, there may be in some cases great financial strength, but in the great majority of cases, there is no known specific reserve or guarantee of any kind to inspire confidence. A part of the work to your new Committee will be to assist in pointing out the dangers of such issues of finance, which, if unchecked, may mean in the not distant future deplorable distrust and financial trouble.

Under heading 3.—The visit of Tang Shao-yi gave your Committee an opportunity for a friendly talk on matters of general interest to Chinese and Americans. The Chinese have shown, in a most happy way their appreciation of the return of a part of the Boxer Indemnity,

by using this money for the education of Chinese students in American schools and colleges. Many students have already gone to America and one hundred a year are to be sent for some time to come. The visit of the American Fleet to China gave an opportunity for much good feeling and it was with regret the Association heard that the Fleet would not visit Shanghai, thus precluding our taking any active part in this Official expression of good will.

Referring to heading 5.—The Consular Service; I should like to say a word. It is with pleasure and as small amount of gratification that we are able to review the appointments made, during the past year, to the posts of Consuls-General, Consul and Vice-Consuls. Practically all the appointments were made by the promotion of men trained in the Service, and it is to be hoped that the successor to the present Secretary of State, will continue the administration along these lines, which have proved successful in giving us the efficient Consular Service which we (Americans) now have.

FEDERATED MALAY STATES.

YEAR'S PROGRESS.

The Resident-General of the Federated Malay States (Penang, Selangor, Negri Sembilan, and Pahang) has just issued his annual report for the year 1907. From this it appears that, though the trade of the States was adversely affected by the depression prevailing throughout the East, the revenue during the year exceeded that of the preceding year by \$1,570,270. The estimated revenue for the year was \$25,087,002, while the actual receipts were \$26,794,754. The total revenue includes a special receipt of \$1,554,592, being a gain on the realisation of the Tanjong Pagar Dock shares held by the Government. Without this sum the normal increases under the heads of Lands, Posts, Railways, and Municipal would have exceeded the total decreases under other items of revenue by some \$220,000 only. Railway receipts for the year amounted to \$5,335,007, an excess of \$755,000 over the estimates, and an increase of \$576,574 over the actual revenue of 1906. The principal decrease appears under Customs, the revenue from which in 1907 was \$12,036,721, as compared with \$12,695,538, the total of the previous year. This result is mainly due to the fall in the value of tin, the duty on the export of which is fixed on a sliding scale.

The expenditure for the year reached a total of \$20,225,993, being a net saving of \$2,894,563 on the estimated provision, and an increase of \$1,324,568 on the actual total expenditure of the previous year. The chief items of expenditure were public works, with a total of \$5,437,501, railways, \$5,349,417, personal emoluments, \$4,695,539, and other charges, \$3,594,629. Under public works a sum of \$1,710,067 was expended on new works and buildings, while new roads and bridges cost \$1,787,209. The cost of the maintenance of existing works was \$1,940,535. The figures of railway expenditure show the total amount spent on the Federated Malay States railways only, and do not take into account the expenditure of Government funds on the construction of the Johore State Railway. That expenditure constitutes a loan to the State of Johore. Capital expenditure on the Johore Railway amounted at the end of the year to \$7,871,123, of which \$3,494,539 was spent during 1907. Construction work on extensions of the Federated Malay States Railway system accounted for the sum of \$752,501.

GROWING TRADE.

The volume of trade for 1907 is exceptionally large, due, possibly, to the prosperity of the preceding years, rather than of the year 1907. The aggregate value, including specie and bullion, reached the very large sum of \$139,121,905, an increase as compared with 1906 of \$7,562,974. Excluding specie and bullion, the total value of imports and exports amounted to \$133,135,472, equivalent, at 2s. 4d. to the dollar, to a sterling equivalent of \$155,632,472. The total value of imports, exclusive of specie and bullion, for the year amounted to \$52,542,277, an increase as compared with 1906 of \$7,992,344, nearly 18 per cent. Expressed in sterling, the total value of imports is \$61,229,932. In live animals, food, drink, and narcotics, the increase was most marked, exceeding, as it did, \$4,000,000.

In raw materials the total increase of value exceeded \$800,000. As in the previous year, petroleum showed the largest increase of value, \$227,000. There was also an increase in coal imports to the extent of \$174,000. It is interesting to note that the imports of fish manure decreased by \$22,000 and of firewood by \$15,000. In manufactured articles the value of goods imported reached a total of \$14,976,112, an increase as compared with 1906 of nearly \$3,400,000. Textiles increased by \$183,000, the only decrease recorded being in respect of silk piece goods, which fell off by \$102,000. The value of manufactured metals and goods imported amounted to \$6,295,493, an increase of 76 per cent. Machinery was imported to the value of \$1,964,480, rather more than double the value of the previous year; tramway and railway materials show an increase in value of \$683,000; cycles, motorcars, and accessories an increase of \$348,000; ironware increased by \$315,000; and telegraph and telephone materials by \$110,000. Excluding specie and bullion, the total value of the export trade of 1907 was \$80,593,195, an increase as compared with 1906 of \$1,414,305. Expressed in sterling at 2s. 4d. to the dollar, the value of the exports is \$9,402,540.

DEVELOPMENT OF RAILWAYS.

Regarding railway development, good progress was made during the year with the construction of the Johore State Railway. It is expected that this line will be completed and open for traffic by the end of the current year, when there will be railway communication between Prai, on the mainland, opposite to Penang, and Singapore Docks, the only interruption in this distance of 493 miles being the Johore Strait, about two quarters of a mile in width, which will be crossed by a wagon-ferry. Progress was also made with the light railway constructed through Perak, from Ipoh to Tronoh. A beginning was made with railway construction on the east side of the Peninsula, the construction of a line from Gemas, on the Johore border, to Kuala Semantan, the point in the Pahang territory where the Semantan River falls into the Pahang River, a distance of seventy miles, having been started.

As to the conditions of trade, the fall in the price of tin that occurred towards the end of the year was productive of inconvenience, and, in some cases, hardship to many of those connected with the industry. This was especially the case as regards those who had been encouraged by the recent inflated prices to operate largely with borrowed capital, on which they were paying high rates of interest. It is hoped that the worst of the trouble is now over, and that the set-back which this, the most important industry of the country, has received, may be productive of good by leading, as it must, to a reduction of expenses, to the more extended introduction of labour-saving machinery and improved appliances for the extraction and treatment of the ore, and, above all, to less speculative trading on the part of those interested.

Another important, but newer industry—rubber-growing—also experienced somewhat of a set-back during the year, owing to an

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[36]

unexpected fall of prices. In this case, too, the trouble that has arisen will unquestionably be productive of good, in that it will lead to more care and more economical cultivation on the part of the growers. While prices were as high as they were for a time, the profits realised or anticipated were so large that the amount or rate of expenditure was a matter of secondary consideration.

Notwithstanding these drawbacks, the country is, and has been throughout the year, prosperous, and in the opinion of the Resident-General there need be no apprehension as to the continuance, while general conditions remain as they are, of the development and of the prosperity that has characterised the States in recent years.

TRADE-MARKS IN JAPAN.

The following letter, which speaks for itself, has been addressed to the *Japan Chronicle*:—"Sir,—Having in mind your generous co-operation and the freedom with which you have placed your columns at our disposal for representations re trade-mark infringements, etc., it is with much pleasure and satisfaction that we are able to report to you recent favourable decisions as given by the Japanese Patent Bureau."

You will recall to mind, as will no doubt those of your readers to whom the subject is of any special interest, that Messrs. Lever Brothers Limited, of Port Sunlight, England, had applied for the registration of a set of six designs as used on certain cartons containing their Floral Series of Toilet Soaps. These, as shown by examples illustrated in your supplements, consisted of elaborately grouped flowers with a distinctly novel arrangement of coloured ribbons and lettering.

The result of these applications was that only one of the six designs was granted the protection applied for—this was "An Almond." It is necessary to bear in mind that the names of the perfumes were only given as a secondary detail and did not form a prominent feature of the design, being used merely to indicate the special odour of the respective soap. The remaining five designs were refused registration, the decisions of the Patent Bureau citing certain Japanese patented marks to which it was claimed that Messrs. Lever's designs bore strong resemblance in their principal parts.

Against these decisions Messrs. Lever Brothers lodged protest through their attorney and patent agent. On this appeal, one mark "Muguet" was again refused registration. (A second application for re-examination has been lodged in this case.)

However, within the past few days the Patent Bureau has notified Messrs. Lever Brothers' patent agent that the Violet, Heliotrope, Rose, and Incanat designs have been granted registration. Had the result, on appeal, been otherwise than as here indicated it would have seemed almost a foregone conclusion to expect a more satisfactory state of affairs, and it is only just that some recognition should now be given for the improved attitude of the Patent Bureau towards the interest of foreign applicants for registration of trade-marks.

Sir Edward Grey's recent remarks, in which he gave assurance of improved conditions in respect to the protection of trade-marks in Japan was no doubt warranted by information before the Foreign Department, and we may not be wrong if we attribute the present brighter outlook to the efforts and influence of the official representatives of foreign countries in Japan—representation to which the Japanese Government have responded with consideration, thus demonstrating that the expressed desire and efforts of the Department of Agriculture and Commerce to bring about a better state of affairs are really being productive of practical improvement.

Having due consideration for all of the difficulties encountered by the Japanese Patent Bureau officials in the inauguration of a comparatively new system, we would take this opportunity to congratulate the Patent Bureau and to express the satisfaction that the new state of affairs is sure to give to all interested in the protection and benefits to be derived from Trade-mark registration.

Just and sound decisions are all that the foreign manufacturers and traders seek. Given these, all will work in harmony and pleasantness. Yours truly,

C. CROWTHER & Co.,
Agents for LEVER BROS., Ltd.
Kobe, December 17, 1908.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Nyanza* left Singapore for this port on the 26th instant at 10.30 a.m. The T.K.K. str. *Tenyo Maru* with the American Mail from San Francisco of the 11th instant will sail from Yokohama on the 30th instant, and will be due to arrive in Hongkong on 3rd prox. The S.S. per R.R.S. *Empress of China* which left Hongkong on 28th ult., and Yokohama on 7th inst., arrived in New York on Sunday the 27th inst., thus making a transit of 29 days from Hongkong and 20 days from Yokohama.

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NOTICE.

WE the Undersigned hereby beg to inform the Public that before any Agreement, Contract, Delivery Order, Receipt or other Important Document in connection with our Business can be Valid it must be Signed by Mr. Ho Jui and stamped with the chop of our Firm.

TONG SHING, Washermen,
458, West Point, Hongkong.
Hongkong, 30th December, 1908. [1708]

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Hongkong, 30th December, 1908. [1709]

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THE Celebrated Band of S.M.S. "FUERST BISMARCK" has been specially engaged to play during and after dinner at the Oriental Hotel, 2, Queen's Road Central, on New Year's Day, FRIDAY, January 1, 1909.

DINNER MENU.

Celery, Green Olives, Radish.
HOT'S D'OUVERES: Herring Salad.
SOUP: Oxtail.
FISH: Boiled Carp and Horseradish Sauce.
ENTREES: Lamb Chop, Cauliflower and Mint Sauce, Fillet of Beef and Butter Sauce, Juicy Australian Hare.
CURRY: Oyster.
JOINTS: Roast Sticking and Apple Sauce, Roast Turkey and Cranberry Sauce.
COLD MEATS: Shanghai Corned Beef, Sour Goose in Jelly.
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VEGETABLES: Boiled Potatoes, Mashed Potatoes, Cauliflower, Green Peas.
ENTREES: Plum Pudding and Brandy Sauce, Mince Pie.
CHRISTMAS CAKES: Strawberry Ice Cream and Fingers Cakes.
DESSERT: Cheese and Crackers, Fruit, Tea, Coffee.

PROGRAMME OF MUSIC.

March "In Treue Fest" Teiko
Overture "Martha" Plofer
Serenade "Mondschein" Morot
Theme "Operette" Fledermaus Strauss
Overture Opera "Die Puppe von Nürnberg" Adam
Schaukelied "Hollerer" Wagner
Erinnerung an Tannhäuser Wagner
Waltz "Waldstraum a. d. Gieselnburg" Strauss
March "Frühling Klang" Blon
Der Post Kommt Eibenberg
Waltz "Die Dollarprinzessin" Eibenberg
If the Man in the Moon Fall
God Save the King.
Hongkong, 30th December, 1908. [1710]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

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having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 31st inst., will be landed at Consignees' risk and expense.

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No Fire Insurance has been effected.

Bill of Lading will be countersigned by the Undersigned.

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Hongkong, 29th December, 1908. [1711]

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SIEMSEN & Co.
Hongkong, 6th March, 1907. 42

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CARLOWITZ & Co. Agents.
Hongkong, 13th March, 1907. 535

INTIMATIONS.

NEW YEAR HOLIDAYS.

IN Accordance with Government Notification No. 920, the EXCHANGE BANKS will be CLOSED for the Transactions of PUBLIC BUSINESS on FRIDAY and SATURDAY, the 1st and 2nd January, 1909.

Hongkong, 29th December, 1908. [1705]

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Hongkong, 29th December, 1908. [1706]

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Hongkong, 18th December, 1908. [651]

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Hongkong, 27th November, 1908. [61]

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Hongkong, 18th January, 1908. 221

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Hongkong, 30th September, 1908. [90]

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Hongkong, 24th December, 1908. [89]

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Hongkong, 1st December, 1908. [1601]

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Hot and Cold Water laid on. Tennis Court
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Hongkong, 23rd November, 1908. [1597]

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FRONT. DEEP WATER.

Also FOR SALE—
Portions of MARINE LOTS Nos. 31 & 36
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43,000 SQUARE FT. 999 YEARS' LEASE.
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Hongkong, 8th June, 1906. [84]

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Hongkong, 2nd December, 1908. [1634]

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OFFICES in ALEXANDRA BUILDINGS.

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A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 91

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COAL YARD. Immediate Possession.
A PORTION of the COMPOUND of
Marine Lot, No. 42, Wanchai, Praya East.

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which is admirably situated and within easy
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Servants' Quarters, Poultry House, Large
Vegetable Garden (planted with English seeds),
Flower Garden and Lawn.

For further particulars apply to—
JOHNSON, STOKES & MASTER,
Solicitors.
8, Des Vaux Road Central.
Hongkong, 5th November, 1908. 1536

TO LET.

GODOWN, No. 97, PRAYA EAST.

Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 19th October, 1908. 1432

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYON TERRACE,
No. 10, DES VEAUX ROAD CENTRAL,
1st floor.

"HATHERLEIGH" Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE
BUILDINGS and No. 163, Des Vaux Road,
next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st December, 1908. [86]

TO LET.

ONE OFFICE ROOM, Third Floor, New
Praya 2, Opposite Murray Pier.

Apply to—
SCHULDT & CO.
Hongkong, 23rd July, 1908. 1013

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st December, 1908. [323]

TO LET.

GODOWN in Wanchai 100 by 50, \$85 per
month; also open air space adjoining 125
by 100.

Apply to—
Box 1012,
Care of "Daily Press" Office.
Hongkong, 11th December, 1908. [1655]

TO LET.

OFFICES and ROOMS on the 1st and
2nd Floors of No. 14, Des Vaux Road
Central (formerly occupied by Messrs.
SHEWAN TOMES & Co.).

Apply to—
THE COMPADORE DEPARTMENT,
E. D. SASSON & CO.,
Queen's Road Central.
Hongkong, 10th June, 1908. 947

TO LET.

ROOMS in HOTEL MANSIONS, suitable for
Offices or Chambers.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 11th November, 1908. 1550

TO LET.

FURNISHED. THE BLUFF, No. 107,
the Peak. 5-Roomed, Bangalow with
Tennis Court. March to July, \$200 a month
inclusive.

Apply to—
L. GIBBS,
Beaconsfield Arcade.
Hongkong, 14th November, 1908. [1657]

INSURANCES.

NATIONAL GENERAL INSURANCE
COMPANY, LTD., OF LONDON.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & Co.
Hongkong, 14th November, 1908. 1564

THE GLOBUS INSURANCE COMPANY

OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

Apply to—
CARLOWITZ & Co.
Hongkong, 13th August, 1906. 28

NORTH BRITISH AND MERICAN

TIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907
£18,114,624.

I. Authorized Capital... £3,000,000

Subscribed Capital... 2,750,000

Paid-up Capital... 687,500 0 0

II. Fire Funds... 3,065,374 15 7

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. 1019

AACHEN AND MUNICH FIRE IN-

SURANCE CO.

OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 5th September, 1908. 114

FOR SALE

A Quantity of NETTING
FOR TENNIS COURTS, etc., at less
than half cost.

Apply to—
CARLOS BILLARD SONS, SLATE, ENDS, from
\$40.00. May be seen by appointment.

CHINA EXPRESS CO.,
3, DUDDELL STREET.
Hongkong, 28th November, 1908. [1060]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong 1st April, 1908. 43

SANG MOW.

RATTAN AND GRASS
FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &
LONG CHAIRS.

BAMBOO BLINDS. MATTINGS
in all colours on Sale.

All Orders receive Prompt attention.
59A, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, 20th February, 1908. [401]

ON SALE.

THE

SHIPPING.

ARRIVALS.
ANHUI, British str., 1,356, Meathel, 28th Dec.
 Suez 27th Dec., Ballast—Butterfield & Swire.
BUELOW, German str., 9,028, H. Formes, 29th Dec.—Yokohama 19th December, General Messageries & Co.
CATHARINE AWEAR, British str., 1,730, W. D. Thomas, 29th Dec.—Calcutta & Straits 12th Dec., General—David Sassoon & Co.
CHITRELL, British str., 1,143, C. Lindbough 28th Dec.—Haiphong 24th Dec., Rice and General—Butterfield & Swire.
CHUYUN, Chinese str., 1,133, C. Steward, 27th Dec.—Shanghai 25th Dec., General—C. M. S. N. Co.
FOOSHING, British str., 29th Dec.—Canton.
HANGCHOW, British str., 999, Mayley, 29th Dec.—Chinkiang 24th December, General—Butterfield & Swire.
HANGSHANG, British str., 29th Dec.—Canton.
HUTCHOW, British str., 1,217, Forsyth, 28th Dec.—Cebu 24th December, General—Butterfield & Swire.
KONGTONG, German str., 998, W. Bötterfuh, 29th Dec.—Bangkok 20th Dec., Rice—Butterfield & Swire.
YASAN MARU, Japanese str., 2,329, Aoko, 29th Dec.—Kutchinotsu 21st Dec., Coal—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 29th December.
BUELOW, German str., for Europe, &c.
Chitrella, British str., for Kobe.
Hungchow, British str., for Canton.
Hutchow, British str., for Swatow.
Hutchow, British str., for Haiphong.
Locksaw, German str., for Swatow.
Washing, British str., for Canton.
Yunnan, British str., for Moji.

DEPARTURES.

29th December.
ARIARI MARU, Japanese str., for Amoy.
BENVOIRICH, British str., for Nagasaki.
BORNEO, German str., for Sandakan.
CHONGSHING, British str., for Swatow.
CHUYUN, Chinese str., for Canton.
DAKOTAI, British str., for Manila.
HUTCHOW, British str., for Swatow.
Hutchow, German str., for Swatow.
LUKSHO, British str., for Singapore.
LUKSHO, British str., for Canton.
MATHILDE, German str., for Haiphong.
MOYUNE, British str., for Singapore.
SCANDIA, German str., for Colombo.
SHANGHAI, British str., for Shanghai.
SHINSU MARU, Japanese str., for Nagasaki.
TEAN, British str., for Manila.
YUSEN MARU, Japanese str., for Moji.

SHIPPING REPORTS.

The British str. *Zafiro* reports: Light to moderate N.E. and W. wind, moderate sea and fine clear weather.
 The British str. *Hutchow* reports: On this way from Cebu we picked up three shipwrecked men of a junk and brought them to Hongkong.

VESSELS IN DOCK.

December 29th.
ABERDEEN DOCK—*Borneo*, *Hainan*.
KOWLOON DOCK—*H.M.S. Yungo*, *Prinz Waldemar*, *Temple*, *H.M.S. Fama*, *H.M.S. Jervis*, *Terrace*.
COSMOPOLITAN DOCK—*Derwent*, *Locksaw*.

VESSELS ON THE BERTH

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.
 FOR NEW YORK AND BOSTON VIA SUEZ CANAL.
 (With Liberty to Call at Malabar Coast.)

THE Steamship
 Captain Williams, will be despatched as above on TUESDAY, the 5th January, 1909.
 For Freight apply to
JARDINE, MATHESON & Co., Agents
 HONGKONG, 14th December, 1908. [1658]
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 (Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
 "EMPIRE."
 Captain Holms, will be despatched as above on WEDNESDAY, the 6th Jan., at Noon, 1909.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Passage, apply to
GIBB, LIVINGSTON & Co., Agents
 HONGKONG, 29th December, 1908. [1661]
REGULAR STEAMSHIP SERVICE.
 (WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.
 FOR BOSTON AND NEW YORK
 S.S. "MUNCASTER CASTLE"
 On 19th Jan., 09
 For Freight and further information, apply to
DODWELL & Co., Ltd., Agents
 HONGKONG, 25th December, 1908. [1298]
"SHIRE" LINE OF STEAMERS LIMITED.
 FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship
 "CARNARVONSHIRE"
 will be despatched for the above Ports about end of January, 1909.
 For Freight and Passage, apply to
SHEWAN, TOMES & Co., Agents
 HONGKONG, 25th December, 1908. [1695]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Towloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SIOLIA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	Today.
LONDON & ANTWERP VIA SINGAPORE, &c.	GLENBARN	Brit. str.	—	Haughton	McGREGOR BROS. & GOW	On 11th Jan.
LONDON & ANTWERP VIA SINGAPORE, &c.	ABATE	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 9th Jan., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	CARNARVONSHIRE	Brit. str.	—	—	SHEWAN, TOMES & Co.	End of January.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DEN OF OIL	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 5th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 11th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	BARCELONA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 25th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	O. FRED. LARSEN	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 28th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 22nd Febr.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 27th Febr.
MARSEILLES, HAVRE & COPENHAGEN	SIAM	Dan. str.	—	—	MESSEGERIES MARITIMES	Beginning of January.
MARSEILLES, &c. via PORT OF CALL	KENNET SIMONS	Fr. str.	—	Girard	P. & O. S. N. Co.	On 6th Jan., at 1 p.m.
MARSEILLES & LONDON VIA FOMBA	MAKEDONIA	Brit. str.	—	C. D. Bennett, R.N.R.	NIPPON YUSEN KAISHA	On 20th March
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PAPO MARU	Jap. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	On 6th Jan., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 20th Jan., at D'light
NAPLES, GENOA, ALGIER, GIBRALTAR &c.	BUELOW	Ger. str.	—	H. Formes	MELCHERS & Co.	To-day, at Noon.
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	PRINZES ALICE	Ger. str.	—	G. Rott	MELCHERS & Co.	On 10th March.
TRIESTE, &c. via SINGAPORE, &c.	PERSIA	Aus. str.	—	Barlo	MELCHERS & Co.	On 20th Jan.
NEW YORK & BOSTON VIA SUEZ PORTS	INVERIC	Brit. str.	—	Williams	JARDINE, MATHESON & Co. Ltd.	On 5th Jan.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 19th Jan.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 16th Jan., at 7 a.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 2nd March, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	R. Kawan	NIPPON YUSEN KAISHA	On 24th Jan., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INVERIC	Brit. str.	—	J. Boyd	DODWELL & Co., Ltd.	On 14th Jan.
AUSTRALIAN PORTS VIA MANILA	TANZO MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 19th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 31st Jan., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	To-morrow, at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	On 8th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 22nd Jan., at Noon.
KOBE	WAKAMITSU MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 19th Febr., at Noon.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 4th Jan.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 13th Jan., at D'light
JAPAN	FOOSHING	Brit. str.	—	H. Kopp	NIPPON YUSEN KAISHA	On 20th Jan., at Noon.
SHANGHAI VIA FOOSHING	HANYANG	Brit. str.	1 m.	T. Arthur	JARDINE, MATHESON & Co. Ltd.	Quick despatch.
SHANGHAI, CHEFOO & DALY	CHOSUN MARU	Jap. str.	—	H. Trowbridge	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI VIA SWATOW, AMOY & FOOSHING	KWONGSANG	Brit. str.	—	T. Suruga	OSAKA SHOSSEN KAISHA	To-morrow, at Daylight
SHANGHAI VIA SWATOW, AMOY & FOOSHING	P. E. FRIEDRICH	Ger. str.	1 m.	F. Wheeler	JARDINE, MATHESON & Co. Ltd.	About 31st inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NYANZA	Brit. str.	—	E. Malchow	P. & O. S. N. Co.	About 2nd Jan.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SYDNEY	Fr. str.	—	H. S. Bradshaw	MESSEGERIES MARITIMES	About 4th Jan.
SHANGHAI, KOBE & YOKOHAMA	DELHI	Brit. str.	—	Rebutat	P. & O. S. N. Co.	About 8th Jan.
SHANGHAI	FOOKSANG	Brit. str.	—	J. D. Andrews, R.N.R.	JARDINE, MATHESON & Co. Ltd.	On 11th Jan., at Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	VEDDO	Dan. str.	—	—	MELCHERS & Co.	Middle of January.
SHANGHAI, YOKOHAMA & KOBE	ANDALUSIA	Ger. str.	—	Bloc	HAMBURG-AMERIKA LINIE	On 3rd Jan.
SHANGHAI, YOKOHAMA & KOBE	SLAVONIA	Ger. str.	—	Peter	HAMBURG-AMERIKA LINIE	On 17th Jan.
SHANGHAI, YOKOHAMA & KOBE	TRIMAH	Dut. str.	—	de Brouwer	JAYA-CHINA-JAPAN LUN	Quick despatch.
SHANGHAI	CHOSUN MARU	Jap. str.	—	Ijichi	OSAKA SHOSSEN KAISHA	On 6th Jan., at 8 a.m.
ANPING VIA SWATOW & AMOY	JOSEPH MARU	Jap. str.	—	Y. Kaburaki	OSAKA SHOSSEN KAISHA	On 3rd Jan., at 8 a.m.
AMOI & SWATOW	XUNNAN	Brit. str.	1 m.	W. O. Jones	BUTTERFIELD & SWIRE	To-day, at Noon.
AMOI & SWATOW	HAICHING	Brit. str.	2 h.	Pasmore	DOUGLAS LAFRAIK & Co.	On 1st Jan., at Noon.
SWATOW, AMOY & FOOSHING	HAICHING	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIK & Co.	On 5th Jan., at Noon.
SWATOW, AMOY & FOOSHING	CHIELI	Brit. str.	1 m.	J. Warrack	BUTTERFIELD & SWIRE	To-morrow, at Noon.
HOIFONG & HAIPHONG	HUPPE	Brit. str.	1 m.	Spink	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
MANILA	LOONGSANG	Brit. str.	—	S. J. Faye	JARDINE, MATHESON & Co. Ltd.	To-morrow, at 4 p.m.
MANILA	ZAFIRO	Brit. str.	—	E. Rogers	SHEWAN TOMES & Co.	On 2nd Jan., at Noon.
MANILA	TAMING	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 5th Jan., at 3 p.m.
MANILA	TRIMAH	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co. Ltd.	On 8th Jan., at 4 p.m.
MANILA	RUBI	Brit. str.	—	H. W. Almond	SHEWAN, TOMES & Co.	On 9th Jan., at Noon.
MANILA	BORNEO	Ger. str.	—	F. Sembl	MELCHERS & Co.	To-morrow, at 8 a.m.
KUDAT & SANDAKAN	TAKASAKI MARU	Jap. str.	—	A. Mocker	NIPPON YUSEN KAISHA	To-day.
BOMBAY VIA SINGAPORE & COLOMBO	KUTANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co. Ltd.	On 15th Jan., at Noon.
SINGAPORE, PENANG & CALCUTTA	TIYANAS	Dut. str.	—	Pander	JAYA-CHINA-JAPAN LUN	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.						

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN ...	"BORNEO" Capt. F. SEMBIL	Thursday, 31st Dec., at 8 a.m.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"BUELOW" Capt. H. FORMES	Wed. day, 30th Dec., at Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISEKE	Thursday, 31st Dec., at 5 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	About Thursday, 31st December.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS, HONGKONG & CHINA.**

Hongkong, 29th December, 1908.

THE BANK LINE, LIMITED.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
 Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Febr., 09
SOVERIC	6,235	W. Shotton	On 11th March, 09

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to

**DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.**

Hongkong, 2nd December, 1908.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. Robust	About 4th January.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 5th Jan., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broc	On 18th Jan., p.m.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 19th Jan., 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to—
**P. DE CHAMPMORIN, AGENT,
 Queen's Building.**

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER.
"EMPERESS OF JAPAN"	6,000	SATURDAY, 16th Jan.	5th Febr. 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 13th Febr.	5th March 09
"MONTEAGLE"	6,163	TUESDAY, 2nd March	26th March 09
"EMPERESS OF INDIA"	6,000	SATURDAY, 13th March	2nd April 09
"EMPERESS OF JAPAN"	6,000	SATURDAY, 10th April	30th April 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 1st May	22nd May 09

"EMPERESS" Steamships will depart from HONGKONG at 7 a.m. S.S. "MONTEAGLE" at 12 noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers, "240" "242" and 1st Class Railway, "240" "242."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
**D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Prays, opposite Blake Pier.**

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
 "ASSAYE,"
 Captain C. I. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 9th January, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERSIA" due in London on the 20th February, 1909.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
**E. A. HEWETT,
 Superintendent.**
 Hongkong, 28th December, 1908. [1]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
 "GLENLEARN"
 Captain Haughton, will be despatched as above on MONDAY, the 11th January, 1909.
 For Freight, apply to
McGREGOR BROS. & GOW.
 Hongkong, 30th December, 1908. [1678]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Brazils to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRICATICO PORTS.)

THE Company's Steamship
 "PERSIA,"
 Captain Bartole, will be despatched as above on the 20th January, 1909.
 This Steamer has special accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
**SANDER, WIELER & Co., Agents,
 Princes' Buildings,
 Hongkong, 29th December, 1908.**

Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.
SPECIAL BLEND WHISKY.
 SHIPPERS
Cutler, Palmer & Co., London
 AGENTS
SIEMSEN & CO., HONGKONG.

CHILDREN OF FAR CATHAY

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO Port SAID and MARSEILLES	SICILIA	On 30th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA	About 2nd Jan.	Freight and Passage.
SHANGHAI	DELHI	About 8th Jan.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE	Noon, 9th Jan.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th December, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"HUPEH"	On 30th Dec, 10 A.M.
AMOI and SHANGHAI	"YUNNAN"	On 30th Dec, NOON.
SHANGHAI, CHEFOO and DALNY	"HANYANG"	On 30th Dec, 4 P.M.
HAIPHONG	"CHIHLEI"	On 31st Dec, NOON.
MANILA	"TAMING"	On 5th Jan, 5 P.M.

MANILA ZAMBOANGA PORT
DARWIN, THURSDAY ISLAND,
COOKTOWN, CAIENS, TOWNS-
VILLE, BRISBANE, SYDNEY,
with Transhipment for TASMANIA,
NEW ZEALAND, ADELAIDE,
FREMANTLE and PERTH.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger
accommodation with Electric Light throughout and Electric Fans in the State-rooms and
Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
Cargo hooked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA
AND AUSTRALIAN PORTS.

For Freight or Passage apply to—
HONGKONG, 30th December, 1908.

BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, "CHOSHUN MARU"	Capt. T. SURUGA	THURSDAY, 31st Dec, at Daylight
AMOI & FOCHOW "JOSHIN MARU"	Capt. T. KASURAKI	SUNDAY, 3rd Jan, at 8 A.M.
TAMSU via SWATOW "SHOSHU MARU"	Capt. IZUCHI	WED'DAY, 6th Jan, at 8 A.M.

* These new Steamers have excellent accommodation for First and Second Class
Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships.
Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch
Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th December, 1908.

T. ARIMA, Manager

[13]

DOUGLAS STEAMSHIP CO LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOI & FOCHOW	FRIDAY, 1st Jan, 09
Capt. Passmore	FOCHOW	at Noon
"HAIYANG"	SWATOW, AMOI & FOCHOW	TUESDAY, 5th Jan, 09
Capt. A. E. Hodgins	FOCHOW	at Noon

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th December, 1908.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via FOCHOW	"FOCHOW"	Wed'day, 30th Dec, 4 P.M.
MANILA	"LOONGSANG"	Thursday, 31st Dec, 4 P.M.
SHANGHAI	"KWONGSANG"	Thursday, 31st Dec, 4 P.M.
MANILA	"YUENSANG"	Friday, 8th Jan, 4 P.M. 09
SHANGHAI, YOKOHAMA, KORE & MOJI	"FOOKSANG"	Monday, 11th Jan, Noon 09
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday, 15th Jan, Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY 2nd to 9th, 1909.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our Sailings to Manila
of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking
out these tickets are exempt from the Head Tax.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 30th December, 1908.

GENERAL MANAGERS.

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EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAYRE and COPENHAGEN	"SIAM"	Beginning of Jan, 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan, 09

For Further Particulars apply to
Hongkong, 10th December, 1908.MELCHERS & Co.,
AGENTS.

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HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marcellis, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:
HOMeward.

OUTWARD.	FOR ROTTERDAM & HAMBURG:
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. DEN OF OGHIL ... 5th Jan. 09
S.S. ANDALUSIA ... 3rd Jan. 09	FOR HAYRE & HAMBURG:
S.S. SLAVONIA ... 17th Jan. 09	S.S. ISTRIA ... 11th Jan. 09
S.S. SAKONIA ... 27th Jan. 09	FOR HAYRE & HAMBURG:
S.S. SPEZIA ... 8th Febr. 09	S.S. BARCELONA ... 25th Jan. 09
	FOR HAYRE & HAMBURG:
	S.S. C. FERD. LAEISZ 28th Jan. 09
	FOR HAYRE & HAMBURG:
	S.S. SLAVONIA ... 22nd Febr. 09
	FOR HAYRE & HAMBURG:
	S.S. ANDALUSIA ... 27th Febr. 09

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 2nd Jan., Noon.
RUBI	2540	R. W. Almond	Manila	On 9th Jan., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	SADO MARU Capt. Geo. Anderson	6227	WED'DAY, 6th Jan, 09 at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	BINGO MARU Capt. A. Christiansen	6247	WED'DAY, 20th Jan, 09 at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU Capt. K. Kawara	6388	TUESDAY, 5th Jan, 09 at Noon.
BOMBAY via SINGAPORE and COLOMBO	TANGO MARU Capt. Wm. Thompson	7453	TUESDAY, 19th Jan, 09 at Noon.
KOBE	KUMANO MARU Capt. N. Mathieson	5076	FRIDAY, 22nd Jan, 09 at Noon.
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	3817	FRIDAY, 19th Febr., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAKASAKI MARU Capt. A. Mosker	4370	WED'DAY, 30th December
	WAKAMIYA MARU Capt. T. Yamawaki	4421	MONDAY, 4th January
	AWA MARU Capt. A. Keith	6309	WED'DAY, 13th Jan, 09 at Daylight
	YAWATA MARU Capt. T. Sekine	3817	WED'DAY, 20th Jan, 09 at Noon.

* Omitting Yokkaichi.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic
Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama,
1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 29th December, 1908.

T. KUSUMOTO,
MANAGER.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East—
16, DES VŒUX ROAD,
HONGKONG.Japan Office:
14, WATER STREET,
YOKOHAMA.

JAVA-CHINA-JAPAN LIJN REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJMAHI	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJLIWONG	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIKINI	JAVA	Second half of Jan.	JAPAN	Second half of Jan.
TJILATJAP	JAVA	First half of Febr.	SHANGHAI	First half of Febr.
TJIBODAS	JAVA	First half of Febr.	JAPAN	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.
Hongkong, 14th December, 1908.

Telephone No. 375.

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PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINZESS ALICE"	10,911	ON MARCH 10TH.
Capt. G. ROTT.		
"KLEIST"	9,000	ON MARCH 24TH.
Capt. R. MEYER.		
"PRINZ LUDWIG"	9,630	ON APRIL 7TH.
Capt. F. v. BINZER.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,
GENERAL AGENTS.

Hongkong, 1st December, 1908.

[1624]

PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING
AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES	APRIL 17TH.
LONDON	APRIL 24TH.

FARES TO LONDON—

1st SALOON	£71.10	SINGLE	£106.14	RETURN.
2nd	£48.8		£72.12	

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

[1500]

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer
"Kobe Maru" (2377 tons) sailing from Dairen every Monday and from Shanghai
every Friday, in connection with the South Manchurian Express and Trans-Siberian
Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwanengtzun
(in connection with Siberian Express trains at Harbin) by a train composed of
excellently equipped Sleeping, Dining and first-class Cars expressly built for the
Company by the Pullman Car Co.

BRANCH RAILWAY LINES:
RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tschichiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Sochiatsu Junction.
ANTUNG-HSIEH LINE—A light railway from Mukden to Antung-Hsien connecting
with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANGHENGZU),
all managed by the Company and provided with every convenience, luxury, and
comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANCHU". Codes: A.B.C. 5th Ed., AI, and Lieber's. [1303]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to—
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898.

VISITORS TO CANTON
Should purchase
"FROM HONGKONG TO CANTON,
BY THE PEARL RIVER."
BY
CAPTAIN C. V. LLOYD (s.s. "FARSHAN")
With Illustrations, Maps and Plans.
Price \$1.90
On Sale at—
Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALSH.
Messrs. W. BREWER & CO.
Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1903.

